dispensaries in Delhi for the past three months;

(b) if so, what are the details in this regard; and

(c) what supply arrangements exist with the approved suppliers q£ these medicines for the year 1987-88 and 1988-89?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): *(a)* to (c) Kesri Jeevan is) not available for more than 3 months and Mahanara-yan Taila is not available since 12-1-88. Supply orders have already been placed with approved suppliers and supply i_s expected shortly. At present these items are being procured locally and are being supplied to the beheficiarie provided these are prescribed as essential.

Extension of Bus Route No 507 from Munirka to Vasant Vihar Terminal

2258. SHRI PRITHIBI MAJHI; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any requests had been received by the D.T.C. authorities from area Welfare Associations of Vasant Vihar CPWD complex regarding extension (i) of DTC Bus Route No. 507 from Munirka to Vasant Vihar Terminal; (ii) of Cinema special DTC Buses from Sangam Cinema to Priya Cinema; and (iii)' of DTC bus route No. 602 from Red For: to Old Delhi Railway Station;

(b) if so, the date of receipt of such requests and the action taken on each of such request till date;

(c) what are the reasons that above DTC routes have not so far been allowed .to extend as desired by the associations to facilitate the Central Government Employees residing in that area in respect of going to Ashram, Okhla, L Rjpatnagar, Old Delhi Railway Station, Red Fort etc. by direct routes; and

(d) by when Government propose to provide these facilities to the residents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) A few representations regarding modification/extension of route No. 602, 507 and "Cinema Special" were received by the Delhi Transport Corporation on 29-11-87, 4.12.87 and 31.12.87. The suggestion! made by the representationists were not found acceptable due to various operational constraints. The petitioners have been informed by the Corporation accordingly.

(c) and (d) Keeping in view the nature of traffic requirements of Delhi and the operational constraints of DTC, it is not feasible for the Corporation to connect various localities in Delhi with one another by direct services. The objective is to ensure that a commuter is to reach his destination by using the change over facilities available at all important centres Qf the city. The commuters from Vasant Vihar, CPWD Complex can avail of the services of route Nos. 602, 603. 623, 640, 641; 650 etc. and other services available from Moti Bagh crossing to reach their destination.

Distribution of Swagat in the IA. flights

2259. SHRI S. S. AHLUWALIA: Will the Minister Qf CIVIL AVIATION be pleased to state:

(a) whether magazine SWAGAT is given to passengers travelling in flights of Indian Airlines for inflight reading; if so, the number of copies got printed every month of the magazine and the costs incurred by Indian Airlines and whether the magazine is got printed in India or in foreign countries;

(b) what is the advertisement tariff for advertisements in the magazine, the monthly amount coming through booking of advertisements ana whe ther the' earning on the account goes in credit of Indian Airlines or to the credit of publisher, if any; and

(c) whether the tenders for getting the said magazine printed are invited before awarding such contract, if so, the names & address of companies submitted tenders and criteria adop ted in selectiqn of printer for the said purpose and since when the same printer is continuing?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI JAGDISH TYTLER): (a) Yes, Sir. *'" '60,000* copies of 'Swagat' are got printed every month. While Indian Airlines does not incur any expenditure on the printing of material, only the transport cost is borne by the Corporation. Swagat is printed in Hongkong by the publishers M/s Media Transasia Ltd., Bangkok.

(b) Indian Airlines does not have any information on the rate of adver tisement tariff, the monthly amount coming through booking of advertise ment etc., However, the rates of ad vertisements are fixed by the publi shers and the revenue on the above account is collected by them directly.

(c) Offers from Indian printers were invited for the printing of Swagat. However, no Indian party came out with a comparatively attractive pro posal. The offer of the present publi sher M/s. Media Transasia who were then bringing out the inflight maga zine of Air-India was found more suitable. An agreement was signed in 1980 for a specified period. It has been renewed and the Agreement Is valid till 1993.

Shortage of the Cobalt and Other Radiation Equipment

2260. SHRI YALLA SESI BHU-SHANA RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is a shortage of Cobalt and other radiation equipment used in the treatment of cancer;

(b) whether it is a fact that most of teaching medical institutions and hospitals are not equipped with sophisticated diagnositc equipment and such essential and life saving equipment; and

(c) what steps Government propose to take to improve the conditions in the teaching medical institutions and Hospitals in a phased manner.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) and (b> Cobalt Therapy facilities are available in 91 institutions in the country including Medical College Hospitals.

(c) It is proposed to provide Cobalt Therapy Units to Medical College Hospitals in a phased manner.

Plan to Remodel Nellore Railway Station

2261. SHRI YALLA SESI BHU-SHANA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that plans had been drawn in 1981 to remodel the Nellore Railway Station in Andhra Pradesh and estimate of Rs. 30 lakhs was prepared;

(b) whether it is a fact that he promised that the work would be taken up with slight modifications in 1985;

(c) whether it is a fact that no. action has been taken *to* remodel the Nellore Railway Station till to-date; and

(d) what are the reasons for not implementing the proposed remodell ing of the Railway Station?